



WEEKLY NEWS SERVICE

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WHOLE NO. 1198

WILLIAM GREEN, President

WASHINGTON, D. C. SATURDAY, MARCH 31, 1934

FRANK MORRISON, Secretary

VOL. 24, NO. 13

Roosevelt's Auto Settlement Puts Teeth into Recovery Act Labor Section, Green Says

Automobile Workers' Right to Organize and Bargain Collectively Through Representatives of Their Own Choosing Is "Conceded and Established for the First Time," A. F. of L. Chief Asserts—Importance of Disputes Brought Stressed.

Washington.—The outstanding feature of President Roosevelt's settlement of the threatened strike of the National Industrial Recovery Act is the fact that it turns the labor section of the National Industrial Recovery Act into a vital instrument of protection for workers' rights and wages and into a means of the unrelenting scrap of paper into which it has been transformed by the persistent refusal of the automobile manufacturers to obey its provisions. The settlement, according to the statement of William Green, president of the American Federation of Labor, is a landmark in the history of the workers' right to organize and bargain collectively. It is the first time that the government has taken any action to enforce the provisions of the National Industrial Recovery Act. The settlement is a landmark in the history of the workers' right to organize and bargain collectively. It is the first time that the government has taken any action to enforce the provisions of the National Industrial Recovery Act.

Importance of Collective Bargaining
"It does, however, set up collective bargaining machinery and a tribunal for the settlement of disputes which will be of great benefit to the automobile workers. This right the automobile manufacturers have refused to recognize. It does not bring to the automobile workers the full and complete recognition of all the economic, social and industrial rights to which they are justly entitled."

Collective Bargaining Secured
These NRA rights, Mr. Green's statement has been given the full standing by the President's settlement. The text of the letter follows:
"As a result of conferences held with General Johnson, Administrator of the National Recovery, and his associates, and following several meetings with the President of the United States, the threatened strike of the automobile workers for the right to engage in collective bargaining, and to organize and bargain collectively, and to be represented by representatives of their own choosing, as stipulated in Section 7-A of the National Recovery Act."

Drive for Social Justice
"The automobile workers and their families are to be given a real feeling of satisfaction over the realization of the right to organize and bargain collectively and to enjoy the rights and benefits of the National Recovery Act. This is the first time that the government has taken any action to enforce the provisions of the National Industrial Recovery Act. The settlement is a landmark in the history of the workers' right to organize and bargain collectively. It is the first time that the government has taken any action to enforce the provisions of the National Industrial Recovery Act."

Green Demands Prompt Abolition of Company Union by Wagner Bill

Unemployment Insurance Law Urged by President Roosevelt

Approves Principles of Wagner-Lewis Bill—Says It Would Retard Economic Crises and Stem Drain on Private Charities and Public Treasuries.

Washington.—President Roosevelt came out emphatically in support of the Wagner-Lewis unemployment insurance bill, sponsored by Senator Robert F. Wagner of New York and Representative David J. Lewis of Maryland.

Text of President's Letter
"I have received your inquiry about my opinion on H. R. 7659, a bill providing a Federal excise tax upon large employers, but allowing them to deduct from their tax, amounts contributed to unemployment insurance. I am sure that the bill has been or will be passed by the several States."

Text of President's Letter
"I need not tell you that for a long time I have advocated unemployment insurance as an essential part of our program to build a more ample and secure life. The loss of a job brings unemployment and privation to the individual worker and his family."

Text of President's Letter
"If an insurance or reserve fund has been established, even a small payment from it at such a critical time will live over the worker and help him morale and purchasing power. The benefit of such a fund will not be limited to the individual, however, but will extend throughout our social and economic life. I have in the past relied almost entirely upon private charities and public treasuries to sustain the cost of unemployment and insurance unemployment. This is a problem that necessarily will be solved by the bill which I have just signed."

AFL Union Officials Piloted Auto Workers' Struggle for the Right to Organize to the White House

Representatives of 15 Federal Labor Unions and Four Organizers Cooperated With Green and Morrison in the Fight Which Brought Roosevelt's Settlement.

Washington.—The struggle which carried the demands of the automobile workers through the National Recovery Administration and placed them personally before the President of the United States, with the resulting agreement, was piloted by William Green, president, and Frank Morrison, secretary, of the American Federation of Labor. The settlement is a landmark in the history of the workers' right to organize and bargain collectively. It is the first time that the government has taken any action to enforce the provisions of the National Industrial Recovery Act. The settlement is a landmark in the history of the workers' right to organize and bargain collectively. It is the first time that the government has taken any action to enforce the provisions of the National Industrial Recovery Act."

Foretold and Concluded
"It was largely through their foresight and courage in realizing the great problems that have come into the picture that public opinion sustained the automobile workers' struggle. It is their opinion that the settlement is the only entering wedge to get some daylight on the operations of the automobile industry. It is the first time that the government has taken any action to enforce the provisions of the National Industrial Recovery Act. The settlement is a landmark in the history of the workers' right to organize and bargain collectively. It is the first time that the government has taken any action to enforce the provisions of the National Industrial Recovery Act."

List of Officials
The statement gave the following list of officials who were responsible for the settlement of the dispute. The settlement is a landmark in the history of the workers' right to organize and bargain collectively. It is the first time that the government has taken any action to enforce the provisions of the National Industrial Recovery Act. The settlement is a landmark in the history of the workers' right to organize and bargain collectively. It is the first time that the government has taken any action to enforce the provisions of the National Industrial Recovery Act."

James C. Taylor, United Automobile Workers Federal Labor Union No. 1584, Lansing, Michigan.
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CONGRESS OVERRIDES ROOSEVELT'S PAY VETO

Both Houses Record Large Majorities in Favor of Restoring 10 Per Cent of Salary Scale of Government Employees.

Washington.—After a spectacular debate, the Senate voted to override President Roosevelt's veto of the Independent office appropriation bill, thus restoring to Federal employees two-thirds of the 10 per cent reduction in their salary decreed by Congress last Summer and granting increased benefits to veterans. The vote was 63 to 27. The House of Representatives voted to override the veto the day before by a vote of 101 to 72.

Complete Restoration of 10 Per Cent
The bill provides for the payment of 5 per cent of the salary restoration during the first year, another 5 per cent during the second year, and the President the power to restore the remaining 5 per cent after July 1 if it is found that the economy program which he is compelled to follow under the National Industrial Recovery Act is not successful.

WOLMAN HEADS AUTO LABOR DISPUTES BOARD

Richard Byrd, Captain, Leader of the Navy's Arctic Expedition, Will Head the Board.

Washington.—Dr. Leo Wolman, Professor of Economics at Columbia University, was named by President Roosevelt as an impartial member of the board of three to carry out the terms of the agreement which averted a threatened strike in the automobile industry.

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Right to Organize and Bargain Collectively by Freely Chosen Representatives Won by Auto Workers in Roosevelt's Settlement

Powerful Board of Three, Directly Responsible to the President, Set Up to Protect Union Members Against Discrimination and Pass On Questions of Representation—Chief Executive Believes Way Has Been Opened for Square Deal.

Washington.—Five days of negotiations in and about the White House with officials of the American Federation of Labor and of fifteen United Automobile Workers Federal Labor unions affiliated with the A. F. of L., asking the right to organize in bona fide trade unions and bargain collectively, and representatives of the automobile manufacturers, resulted in the settlement of the threatened strike of the automobile industry which secured for the automobile workers a number of their major demands.

Discrimination Prohibited
The settlement guarantees the right of collective bargaining, without interference by employers, also hitherto refused by the automobile manufacturers, and sets up a board, with a representative of the Government as impartial chairman, to pass on questions arising over representation, discharge, and discrimination.

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